PARPER & BROTHERS, New-York

WASHINGTON, Friday, April 9, 1869. The foreign appointments, to the surprise of every body, are still delayed, and it is evident that revis ions of the list originally agreed upon are being daily made. There does not now appear to be any prospec of the nominations being made until next week, notwithstanding the fact that the President has repeatedly said that they would be made during the present week. The only explanation given is that the Cabinet have decided on certain changes which it was judicious to make.

In the Senate, to-day, the Vice-President having retired from the chair, in accordance with the usual custom, Mr. Anthony was selected as President pro There was a feeble effort to get up the resolution to delay the adjournment, but the impression seemed to be that all necessary business would be finished by to-morrow. The House bill providing for felections in Mississippi, Virginia, and Texas was immediately taken up, and after two hours had been consumed by the Democrats in repeating their old arguments, it was passed with certain amendments, immediately engrossed, and sent over to the House. The most important of the amendments were Mr. Morton's proposition, making a pre-requisite of admission to representatives in Congress, that these three States ratify the Fifteenth Amendment, and one by Mr. Sawyer, providing that the election on the adoption of the Constitutions shall be held under the new registration. This is a very important amendment, as in Virginia alone there are probably 15,000 whites on the new registration who were not on the old list, and probably a considerable number in both Mississippi and Texas. Sprague and Fowler voted with the Democrats throughout against the bill and the amendments. The conference report on the Deficiency Appropriation bill was concurred in, and it was sent to the President. But one nomination was sent to the Senate to-day, much to the dis appointment of the numerous expectants who bang around the Senate Chamber. The President's proclamation convening the Senate in extra session was read, when Mr. Fessenden and Mr. Drake held that the language of the proclamation (the 12th of April next) would mean the 12th of April, 1870, and at the suggestion of the former the message was informally returned to the President to have the phraseology altered. After a long disenssion on the bill to pay loyal Northern ewners of steamboats seized in the Rebel Stales, but without roming to a final vote, the Senate held a short Executive Session, and then took a recess until 7:30 p. m.

At the evening session of the Senate the joint resolution relative to the Union Pacific Railroad was taken up and debated at great length, Garrett Davis, as usual, monopolizing most of the time, and bitlerly assailing the integrity of certain members of the House connected with the Union Pacific road, who were ably defended from his imputations by Mr. Wilson. After being debated nearly four hours, it was passed, and in a shape which, it is said, is agreeable to both companies. It provides that stockholders of the Union Pacific road shall hold a meeting in Boston on April 23 to elect directors and establish the general office at such place as they may select; that Ogden shall be the point of junction of the two roads; that the Union Pacific shall continue laying the track until reaching Promontory Summit, but the Central Pacific shall pay for and own the same from Ogden; that the President shall appoint Commissioners to examine into the condition of the roads, and shall withhold a sufficient amount of bonds to insure their completion as first-class roads in every respect, and that the Attorney-General shall institute an examination as to whether the two roads have forfeited their franchises, and, if so, to proceed against them.

The action of the House Committee on the Pacific Railroad to-day, in agreeing to report a joint resolution to withhold from the Central Pacific Company and from the Union Pacific Railroad Company all the United States bonds on the 80 miles of road east of Monument Point to Ogden until the question of junction is settled, was not satisfactory to either Company. As soon as the fact became known that the Committee had come to this decision, the friends arranging their differences, and it is understood that the subject is in a fair way of satisfactory adjust-

The bill relating to the reconstruction of Missis sippi, Virginia, and Texas, with Morton's amendment, passed the House to-night, and now goes to the President for signature.

The Navy Department dispatched orders to Admiral Hoff, to-day, directing him to send the steamer Gettysburg on survey daty, with orders to take line soundings on the northern coast of Cuba and St. Domingo, thence to San Juan and Porto Rico, and thence to St. Thomas and Demerara, and intermediate islands, including Barbadoes. The instructions have been carefully prepared, leaving the power in the hands of Admiral Hoff to change the destination of the Gettysburg, in case she is more urgently

needed elsewhere. Mr. Morton's amendment to the bill to reconstruct Virginia, Mississippi, and Texas, requiring those States to ratify the Fifteenth Constitutional Amendment before they are admitted to representation in Congress, was passed by the Senate to-day by a vote of 30 to 20. The effect of Morton's proposition will be that those States, being anxious for admission, will ratify the Fifteenth Amendment at once, and thus the concurrence of the required three-fourths of the whole number of States will have been obtained to the amendment, and it will thus become a part of the Constitution without the ratification of the

Legislatures of the States of Ohio and Indiana. The Conference Committee on the Whisky and Tobacco bill have been in session all the evening. and thus far have been unable to agree. The Com. mittee, however, expect to settle the matter by restoring a portion of the tobacco clause which the Senate erased, the House managers agreeing to the

The Senate has passed the joint resolution of Mr. Wilson for the protection of soldiers and their heirs. The resolution provides that bounties shall be paid or sent by the agents of the Government direct to the soldiers or the heirs entitled to them, without the intervention of claim agents. There is little prospect that the measure will pass the House, owing to the pressure of more important business. The latter body may, however, consider it without reference to the Military Committee, in which case it will

undoubtedly pass.

Mr. Cox, the Commissioner of Pensions, has been notified by the Secretary of the Interior that his resignation will be accepted. Several ex-Members of Congress are applicants for the position, and it seems likely that either Perham of Maine, or Van Aernam of New York, will receive the appointment. Gen. James F. Rusling, appointed Pension Agent

at Trenton, N. J., was recomended by Gens. Sherman, Hooker, Berry, Mott, Sickles, ex-Secretary Stanton, and 750 private soldiers.

Joshua Jones and Jonathan Cook are prominent candidates for Postmaster at Trenton, in place of Necley, the present incumbent, who boasts of his vote for Seymonr and Blair. John L. Murphy for Assessor, and J. L. N. Stratton, ex-member of Cou-gress, for Collector, Ild New-Jersey District, seem to be the most hopeful applicants.

Ex-Senator Dixon was on the floor of the Senate to-day, receiving the condolences of Garrett Davis, Fowler, McCreery and others, who lament his defeat for Congress in the First Congressional District of Connecticut.

The Senate, by a resolution of March 1, called upo the President for the correspondence between the Minister of the United States, at Madrid, and the Secretary of Legation, at that place, within the last two years. On the 24th of March, President Grant complied with the resolution, and since that date the subject has been considered by the Senate Committee on Foreign Relations, and the correspondence printed and laid upon the desks of the Senators, with the strictest injunctions of secrecy. Your corshall be appointed a Circuit Judge, who shall reside in his Circuit, and shall possess the same power and jurisdiction therein as the Justice of the Supreme Court allatted to the Circuit. The Circuit Courts in each Circuit shall be held by the Justice of the Supreme Court allotted to the Circuit, or by the District Judge of the Circuit, or by the District Judge of the District sitting alone, or by the Justice of the Supreme Court and Circuit Judge sitting together, in which case the Justice of the Supreme Court shall preside; or in the absence of either of them, by the other (who shall preside) and the District Judge; and such Courts may be held at the same time in different districts of the same circuit; and causes may different districts of the same circuit; and causes may be heard and tried by each of the Judges holding any sach Court, sitting apart, by the direction of the pre-siding Justice or Judge, who shall designate the business to be done by each. The Circuit Judges shall receive an

siding Justice of the Circuit Judges shall receive an annual salary of \$5,000.

SEC. 3. That nothing in this act shall affect the powers of the Justices of the Supreme Court as Judge of the Circuit Courts, except in the appointment of Clerks of the Circuit Courts, who, in each Circuit, shall be appointed by the Circuit Judge of that circuit, and the clerks of the District Courts shall be appointed by the Circuit Sudge of that circuit, and the clerks of the District Courts shall be appointed by the clerks of said Court shall continue in office till other appointments be made in their place or they be otherwise removed.

SEC. 4. That it shall be the duty of the Chief-Justice and of each Justice of the Supreme Court to attend at least one term of the Circuit Court in each district of his circuit during every period of two years. SEC. 5. That any Judge of any Court of the United States who, having held his commission as such at least ten years, shall, after having attained the age of 70 years, resign his office, shall thereafter, during the residue of his natural life, receive the same salary which was by law payable to him at the time of his resignation.

FOREIGN NEWS.

GREAT BRITAIN.

THE PRESS ON THE BUDGET. LONDON, April 9 .- While The Evening Standard (Conservative) sharply criticises the annual budget introduced in the House of Commons last evening, the rest of the press are generally favorable to and eulogize the measure,

CREATION OF LIFE PEERAGES-THE HUDSON'S BAY COMPANY-THE NEUTRALITY COMMIS-

In the House of Lords, the bill introduced by Earl Russell authorizing the creation of life peerages was read for the first time. Earl Granville announced that the Hudson's Bay Company had agreed to cede its territorial rights in British North America to the Crown, on the terms proposed.

In the House of Commons, Mr. Harcourt inquired what action the Ministry intended to take concerning the report of the Neutrality Commission. Mr. Bruce, the Home Secretary, replied that the Government were preparing and would soon introduce a bill based on the recommendation of the Commission.

SPAIN.

MONITORS TO BE PURGHASED IN NEW-YORK-THE LDEA OF A TRIUMVIRATE ABANDONED. MADRID, April 9.- The Government is about to send Naval Commission to New-York to purchase monitors for service in the Cuban waters.

The poposition to establish a triumvirate has been abandoned. It met with many practical objections, the most formidable of which was that any immediate change in the form of the Administration would tend to delay the settlement of the financial difficulties of the country. . GREAT POLITICAL EXCITEMENT-THE NEW CAP-

TAIN-GENERAL OF CUBA-RE-ENFORCEMENT DEMANDED FOR CUBA.

EVENING .- Much political excitement exists in the city, and apprehensions are entertained that the exesperation of party feeling will result in an outbreak of violence. The police and military authorities are taking every precaution to prevent disorder. The appointment of Gen. Caballero de Roda to the Captain-Generalship of Cuba has not been finally determined upon by the Provisional Government; but should Gen. De Roda be retained in his command in this country, Don Isquierdo will probably succeed Captain-General Dulce. Additional supplies of artillery and cavalry are demanded for the suppression of the rebellion in Cuba.

TWO CUBANS GARROTED.

HAVANA, April 9.-Francisco Leon and Augustine Medina, were garroted to-day, in the presence of a vast crowd of spectators. They both maintained their composure and firmness to the last. Leon, in nounting the scaffold, shouted "Viva Independencia." There was great excitement among the spectators. Some parties uttered seditious cries, and the volunteers, who guarded the scaffold, faced about and fired about 20 shots into the crowd, with disastrons effect. Six men were killed, and many wounded. Heavy rains have fallen during the week

THE PRESIDENTIAL ELECTION-PROSPECTS OF MOSQUERA IMROVING.

FROM OUR OWN CORRESPONDENT. PANAMA, April 1.-The news from the interior of the republic is meager and unimportant. The impeachment of President Gutierrez is spoken of, but will meet with no success, as the Government party in Cougress is in the majority. The candidature of Gen. Mos quera is daily growing more popular, and it is very probable that he will be elected. Should this happen, it will be very probable that we shall have a general state of the present Congress has refused to revoke the decree of The present Congress has refused by will have to take able that he will be circled. Should his appearance be very probable that we shall have a general received the present Coopress has retused to revoke the decree of pantsument, and if he is elected he will have to take forcible possession, which he will not besitate to do, in view of the large party who support his claims. In the event of the election of Gen. Musquera, his first set will be to translate the capital from Bogota to Panama, and doubtiess will use all his influence toward the speedy realization of the Darien Ship-Canal.

NEW PROTESTANT CHURCH IN VALPA-RAISO-THE AGRICULTURAL EXPOSITION. The principal event of the week preceding the departure of the Panama mail was the laying of the corner stone of the Protestent Church of Valparatso which took place on the 4th inst., in the presence of a large number of spectators; among whom were notices ble, Commodore Powell, R. N.; Rear-Admiral Turner and

large number of specialors; almong whom were noticeable, Commodore Powell, R. N.; Rear-Admiral Turner and staff of the United States navy; the Hon. A. W. Clark, Consul ard Charge d'Affairs of the United States, and the Consul of Prussia. The Rev. David Trumbull, pastor of the congregation (Presbyterian), performed the ceremonies appropriate to the occasion. Discourses were delivered by him and Schor Jose Manuel Ibanez, who respoised that the time had arrived when the barriers to religious toleration were being broken down, and a temple could be erected, which would be a guarantee, that liberty of conscience and religious toleration shall soon be admitted by all the kindred Republics of South America. The Mercurio de Yalparaiso, makes the following comments on the event?

This solemand definite establishment of Protestantism has not failed to alarm some Catholic consciences. Religious liberty has now the sanction of the monument and the respect which the civil power has paid to the exercise of a religious right. We are very far from thinking that this great step to the career of progress imports a farewell to our national creed. On the contrary, it opens to it a new era of strife, poble and worty of civil ization; the jouists of controversy, and the efforts of believing zeal. As Cutholes, the religious ceremony of the 4th last, gives us not the least uneasiness. As citizens, we see in it a social event of the highest consequence; a striking proof of the guarantees which Chili extends to foreigners.

reigners.
The opening day of the Agrienitural Exhibition has seen postponed from the 1st to the 15th of April, to ende all foreign exhibitors to get their wares properly in

PERU.

THE CALLAG CUSTOM-HOUSE-APPOINTMENT OF A NEW MUNICIPALITY AT LIMI-A NEW IRON BRIDGE-THE YELLOW FEVER.

President Balta issued a decree on the 15th ust., removing all the personnel of the Callao Custom-House. This measure had become necessary on account of the dishonest and corrupt practices of the Custom-House officials, who continued to keep the Government almost entirely out of the revenues yielded by that almost entirely out of the revenues yielded by that branch of the public service. The officials who are thus deprived of office retire with fortunes ranging from \$160,000 to \$300,000. Another step in the same direction taken by President Balta was the dissolving of the Mu-nicipality of Lima, and appointing in their stead men of known integrity from the most respectable portion of Lima.

The first stone of the new iron bridge over the River Rimae was laid by President Balta on the 19th inst. with appropriate ceremonies. The cost of this bridge will be \$300,060, and it will be a splendid and substantial

structure.

The yellow fever has broken out with great violence in the Chinelias Islands. Three ship captains have already fallen victims to the droad visitor, and it is feared many more will follow.

REMOVAL OF A RAILROAD TRACK IN PHILA-DELPHIA.

PHILADELPHIA, April 9.—The City Councils, yesterday, passed a resolution rescinding the ordinance extending the time for the removal of the freight railroad track on Broad-st. Workmen were last evening put to work, and during the night the track was removed. The Councils had extended the time for the removal of the track until July 1, at the desire of the merchants, to enable them to move the incoming crop, signing an agree-ment that no further effort would be made to delay the work. Notwithstanding this agreement, a bill had been introduced in the Legislature to procure another post-ponement, which the Councils have rendered nugatory by the immediate destruction of the track. ALBANY.

MUSIC AND THE DRAMA.

THE BROADWAY SURFACE RAILWAY BEFORE THE SENATE—AN AMENDMENT PENDING TO SELL THE FRANCHISE AT AUCTION—THE EX-CISE BILL BEFORE THE COMMITTEE OF THE WHOLE—ANOTHER VETO MESSAGE FROM THE GOVERNOR.

ALBANY, April 9.-The Senate was in session until 32 p. m., being engaged for two hours on the Broadway Surface Railroad bill. It was the plan of the friends of the bill to order it to a third reading this morning, but this was found impossible, so much debate was elicited on the subject, and so much remained to be said even after protracting the session an hour and a quarter. The bill was made the special order for to-morrow morning. The Fifteenth Amendment was vesterday made a special order for to-day, but the order of "special orders" not being reached, the Amendment was not touched. The fight on the Surface bill was very bitter and criminations and recriminations were numerous. Senator Morgan of the Monroe District, offered the following amendment to the bill, which is still pending in Committee of the Whole:

of the Whole:

SEC. 10. Itshall be the duty of the Controller of the City. of New-York, on the first day of June next, to sell at public auction, to the highest bidder, at the Court-House in the City of New-York, the franchises, rights, and privileges in this bill granted, and to pay out the proceeds of said sale to the Chamberlain of the City of New-York, to form a part of the Sinking Fund of said city. The person or persons who become the purchasers shall then be substituted in the place of the person named in the first section of this act. in the first section of this act

He also offered the following as a substitute for the bill under consideration:

bill under consideration:

An Act to distranchise the City and Comby of New-York, and to provide an honest and efficient Government for said city.

SECTION 1. The City of New-York is, from and after the passage of this act distranchised as a corrupt municipality, and all the powers and privileges of the officers of said municipality are declared suspended.

SEC. 2. The President of the United States is requested to constitute the City and County of New-York a military district, and to detail a Major-General of the Army of the United States to govern said city by military law.

This, of course, raised the virtuous indignation of

the Metropolitan Senators, and Senator Morgan received a scoring which was only limited by the ability of the scorer. In reply, he said that the bill he offered as a substitute, although not seriously offered, was yet as sensible as the bill under consideration. Senator Genet is the champion of the Broadway bill. He stated, in an able speech in its favor, that there was not one of the New-York delegation but favored the measure. Senator O'Donnell charged that the bill was "surrounded by stench." Senator Folger denounced the bill in unmeasured terms. He said there had never been an answer made to the fact that responsible parties had offered \$2,000,000 for the franchise, and agreed to carry passengers for three cents a head, while this bill proposes to give as a gratuity the franchise to a few persons, and authorize them to charge siz cents a head for passengers. He offered an amendment, now pending, which changes the grant from a franchise to a corporation, thus rendering it amenable to future legislative action, in the nature of amendment or repeal. The friends of the bill claim that it will receive about twenty votes, or three more than the requisite number. The section authorizing the road to run on Fifth-ave. was expunged.

Mr. La Bau from the Committee on Cities, reported the bill for the regulation of gas in New-York, which was drafted by the Special Gas Committee. Mr. La Bau proposes, so soon as the billis printed, to get it referred to the first Committee of the Whole, and to push it through as soon as possible.

The Committee on Cities also reported the Broadway Elevated | Railroad bill, of which Mr. A. T. Stewart is a leading cor porator. It is by no means certain that it will meet with a hearty reception.

The Metropolitan Excise bill was reported ad-

versely, but the friends of the modification succeeded in disagreeing with the report, and ordering the bill to the Committee of the Whole. This was accomplished by the votes of 14 Democratic Senators, aided by two Republicans—Morgan and Mattoen. The "nocs" were all Republicans. Senator Mattoen stated in explanation that, while he was not in favor of that clause of the bill anthorizing the sale of lager on Sundays, he yet thought the friends of the bill should have a hearing in the Senate. Hence his action. And all this in the face of the unanimous action of the Republican Senatorial caneus resolving to oppose any modification whatever of the existing law! The action of the Senate this morning strongly indicates the passage of the Assembly bill. One Democrat was absent when the vote was taken. Granting that the bill retains the support it received this morning, only the one additional vote is needed to pass it, and that vote will of course be forthcoming.

There was a lively tilt in the Assembly over the plished by the votes of 14 Democratic Senators, aided

There was a lively tilt in the Assembly over the report of the Conference Committee on the bill relating to the leasing of railroads. The Senate amendments, in which the Conference Committee concurred, make it unlawful for railroad companies outside the State to lease any road in the State. The members from along the line of the Oswego and Ithaca, Elmira and Canandaigna, and Syracuse and Blankantan and Canandaigna, and Syracuse and Plankantan and Canandaigna, and Syracuse and Vania Northern Central) strongly oppose the amendments made in the Senate, as also the friends of the Albany and Susquehanna, which will also leased to the same Pennsylvania corporation. Mr. Truman of Tioga charged that the object of the amendment was to aid the railroad monopolists of the State by restricting the leases, so that none others could take them. The subject was finally made the order for next Tuesday, when it will elicit a spirited discussion. Probably the representatives of all the districts pierced by the railroads running northerly from Pennsylvania will oppose the Senate amendments.

Both Houses, for the first time, hold Saturday sesions this week.

Yesterday the Governor returned to the Legislature without his signature an act to authorize the town of Sodus, in Wayne County, to hold its annual town election by election districts. The Governor states that as such applications are becoming frequent, they will eventually have a tendency to abolsh the system of town meetings, which he considers the most purely demogratic of all our local governments; besides, as the act provides for other matters than those referred to in the title, it violates a law of the State.

THE BROADWAY SURFACE RAILWAY. The following is the bill passed by the Asembly, and now before the Senate, for a Surface Railsembly, and now before the Senate, for a Surface Rail-road in Broadway:

AN ACT TO ALTHORIZE THE CONSTRUCTION OF A RAILROAD IN CERTAIN STREETS AND AVENUES OF THE CITY OF NEW-YORK.

The people of the State of New-York, represented in

IN CERTAIN STREETS AND AVENUES OF THE CITY OF NEW YORK.

The people of the State of New-York, represented in Senate and Assembly, do emact as follows:

SECTION I. John Kerr, John Cosgroye, John S. Martin, John Marphy, John J. Walsh, Joseph G. Jennings, John Brice, Bernard Kennedy, John Fascel, Henry Leet, Straes E. Munroe, Samuel M. Bryd, E. Francis Brifth, John Scott, Charles Waeaton, Win H. Rix, Alfred West, Josiah W. Baldwin, Bernard Smyth, Cornelius Corson, John H. Bacon, Jr., Edwin Maloney, Adam Chun, James R. Burns, M. R. Simons, John Rooney, Mortimer Smith, Henry Vandewater, Bernard Kelly, Sesse Cogswell, George S. Fowler, Charles P. Gregory, David Goodnale, Edwin I. Benson, Edwin Martindale, Leroy Kulght, J. D. White, Charles McIntosh, George Hall, Isaac Bell, Henry N. Smith, Osman Pinekney, Bernsmin R. Erotherson, G. A. Fuller, John F. Cole, Henry Smith, Archbold M. Blass, (Cornelius L. Groot, James Thomas, Henry H. Martin, Frank W. Sterry, Edward P. Kliney, Edgar Rogers, and their assigns, are authorized and empowered to lay, construct, operate, and use a railread with a dombie of single track, as herein after provided, and convey passengers thereon for compensation through, inpon and along the following streets, avenues, roads and places in the city of New-York, viz.: Commencing at the South Ferry, thence by a domble track through and along Whitehalt-St. to Broadway; thence by a domble track through and along Twenty-third-st., to the North River; and returning to the place of beginning by the same track; also connecting with the domble track in Broadway through and along Twenty-third-st., to the North River; and returning to the place of beginning by the same track; also connecting with the double track in Broadway through and along Twenty-third-st., to the North River; and returning to the place of beginning by the same track in Broadway through and along Fitty-ninth-st. to the westerly side of Fifth-ave, and also connecting with the double track in Broadway through and along Fitty-ninth-st. to the with a double track to and to connect with the double track in Twenty-third-st.; also connecting with the track in Broadway, with a double track through and along Duane-st. and Chambers-st. to the Pavonia ferry on the North River; also connecting with the track on Broad

way, with a single track through and along Fulton-st. to the Fulton ferry; thence with a single track through and along Burling Slip and Johnst, and to connect with the track on Broadway with a double or single track through and along State-st. to the South Ferry; also connecting with the track in Broadway with a single track through and along Maiden-lane to Pearl-st.; thence with a single track through and along Maiden-lane to Pearl-st.; thence with a single track through and along Pearl-st., to Wall-st., and thence with a double track through and along Wall-st. to the Wall-st. Ferry; also connecting with the double track in Wall-st., at Pearl-st., with a double or single track through and along Wall-st to and to connect with a track on Broadway; also connecting with the track in Broadway, with a single track through and along Doy-st. to West-st.; thence with a single track through and along Doy-st. to West-st.; thence with a single track through and along Most-st. (bearly) and thence with a single track through and along Gourtlandst. to and to connect with the track in Broadway, together with the necessary connections, turnouts, and switches, for the proper working of the said railroad on the said route of routes.

SEC. 2. The said persons or their assigns are authorized to connect their said railroad on Broadway with any other railroad or railroads now laid or authorized by law to be laid to or adjacent to Broadway, and to agree with the owner or owners of any such railroad or railroads for the use in common of any portion of their several railroad tracks and of the railroad hereby authorized. or for the leasing or consolidation into one company of the rights herein authorized and those possessed by such other companies, or either of them, as shall be found to promote the public convenience.

SEC. 3. If in the construction, operation, or use of such railroad, upon the route or routes above designated, it shall become necessary or proper to run upon, intersect, or use any portion of other railroad tracks laid

or their assigns, within a reasonable time after the said rajiroad mentioned in the first section shall be in operation, to pay to the several owners or proprietors of the stage lines now operated on Broadway, north of the City Hall Park, and south of Twenty-third-st. in said city for the distance of half a mile, viz: the Broadway Fourth-ave, and South Ferry line, the Broadway, Eighthst, and South Ferry line, the Madison-ave, and Wall-st. Ferry line: the Broadway, Fifth-ave, and Fulton Ferry line; the Broadway, Twenty-third-st., and South Ferry line; the Broadway, Twenty-third-st., and South Ferry line; the Broadway, Twenty-third-st., and South Ferry line; the Broadway, Second-st., and Courtiandt-st. Ferry line; the Broadway, Second-st., and Courtiandt-st. Ferry line the fair and reasonable value at the time the said persons or their assigns shall be organized and ready to commence the building of said road of their licenses or privileges, and also of the horses, vehicles, harness, and running property of such lines respectively, provided that the owner or owners of any of said stage lines, to avail himself or themselves for the benefit hereof, shall, within 60 days after the commencement of the building of said road notify the said persons or their assigns of his or their willingness to sell us herein provided. If, when the raliroad authorized by the first section of this act shall be completed and in operation, the owner or owners of said hnes respectively, who shall have given such notofication, and the said persons or their assigns shall have been or shall be unable to agree as to the value of the respective licenses and property or any part thereof, then each party may appoint an appraiser to ascertain and fix the value of the same, and the value so ascertained and fixed shall be obliding on both parties. In case the said appraisers shall be unable to agree as to the value of said appraisers shall be unable to agree upon such umpire, either party may apply to the Sapreme Court of the First Judicial Distric or their assigns, within a reasonable time after the said railroad mentioned in the first section shall be in operation

upon such umpire, either party may apply to the Supreme Court of the First Judicial District, at General
Term, on ten days notice to the other party, to appoint
such umpire, and it shall be the duty of the Court to
which such application is made to appoint a discreet and
disinterested person as umpire, whose decision on
the matter or matters in dispute shall be
binding and conclusive on said parties. The
soid persons or their assigns shall pay
to the said owner or owners of said several lines, reapectively, the amounts so ascertained and fixed on the
delivery of the property and assignment of the licenses to
them free and clear of incumberance, and the said property and all the rights and privileges appertaing to such
incor lines respectively shall therempon be and become
rested in the said persons or their assigns; and all
the stages, when so purchised, shall be entirely with
drawn from the streets, avenues, roads and places traversed by the cars on the railrond provided for in the first
section. The said persons or their assigns are hereby authorized, on withdrawing the stages from any line so purchased, to lay, construct, operate and use a railrond with
a single or double track, connecting with the aforesaid railroad, and to convey passengers thereon for compensation
through, upon, and along the streets, avenues, roads,
places, or parts thereof forming such stage line or route,
with authority to lay a double track along any such avenue to its northern extremity, or as it may be extended,
together with the necessary connections, tumouts,
and switches for the proper accommodation and working ily appear to the Common Council of said city that it expedient to operate a double track upon any or either the streets of any such stage-line or route the d Common Council may authorize the said persons their assigns to lay, construct, operate and use single track upon such street and another single

quired for constructing the said railroads on the said route or routes as above specified and authorized, for which the said persons or their assigns shall be unable to unable to agree with the owner or owners for the use or purchase thereof, they may acquire the right to use or title to the same in the manner specified in the fourteenth, fifteenth, sixteenth, seventh eighteenth, numeteenth, and twenty-first sections of the aforesaid act, entitled "An act to authorize the formation of Emircoad Corporations, and to regulate the same, passed April 2, 1830, 10° the third section that the control of the aforesaid networks and the regulate the same, passed April 2, 1830, 10° the third section that the control of the aforesaid networks are proceedings. mation of Railroad Corporations, and proceedings same, passed April 2, 1850 n. of the third section of this act, it shall not be necessary that the petition to the Supreme Court that, make any allegations of, or reference to fany incorporation, capital stocks, surveys or maps, or of the filling of any certificate of location. In all cases the use of said streets and avenues for the use of said railroad, as herein authorized, shall be considered a public use, consistent with the uses for which the Mayor, Aldermen and Commonalty of said city hold said streets and avenues. SEC. 7. It shall not be lawful for the said persons or their assigns to use or employ steam power on the said railroad or any part thereof.

SEC. 8. It shall be the duty of any court' or tribunal before which any motion, action, or proceeding relating to the construction or operation of any of said railroads shall be pending, to give preference to such motion or action or proceeding upon the calendar of such court in the transaction of its business; and all actions and proceedings relating to the construction of said railroads, or the right to construct or operate the same, shall be commenced in the Supreme Court of the First Judicial District.

SEC. 9. Nothing herein contained shall be deemed to the construction of a railroad on the Fifth-ave.

9. Nothing herein contained shall be deemed to Sec. 9. Nothing here in containing anthorize the construction of a railroad on the Fifth-ave, of said city, except to cross the same for the connections herein authorized, unless a majority of the owners of the property along the line of the said avenue, as it is proposed to be traversed, shall first give their written con-

sent thereto.
SEC. 19. No provision of law inconsistent with this net shall affect the provisions of this act. SEC. 11. This act shall take effect immediately.

NEW-YORK LEGISLATURE.

SENATE.... ALBANY, April 2.

REPORTS.

Adversely to amending the law relative to public processions in New-York; adversely to establishing a stage route from the Astor House to Central Park; adversely to increasing the salaries of the foreman and employes of the Metropolitan Fire Department—tabled; favorably to incorporate the Wayside Industrial Home of New-York; to reorganize the Brocklyn Fire Department; for an Observatory in the Central Park.

BILLS ORDERED TO A MILES.

trial Home of New-York; to reorganize the Krooklyn Fire Department; for an Observatory in the Central Park.

Allowing Commissioners of Excise to revoke licenses; increasing the penalty for procuring abortions; to incorporate the Knights of St. Patrick of New-York; to authorize Kinga County to faise \$50,000 to reimborse the amount borrowed for the support of the poor; relative to the opening and widening of streets in New-York so that the city shall pay a part of the expense when for the public good.

BILLS PASSED.

To amend the charter of the New-York and Brooklyn fron Tubular Tunnel Company; creating a Manhattan Eye and Ear Hospital; to amend the charter of the Missionary Society of the Methodist Church; changing the sionary Society of the Methodist Church; changing the famene of the General Synad of the Reformed Protestant Dutch Church to the General Synad of the Reformed Protestant Church in America; authorizing the General Theological Seminary of the Protestant Episcopal Church to confer honorary degrees in theology—20 to 5; providing sites for atmorize for the 7th and 71st Regiments, National Guard.

Mr. VAN PETEN, from the Committee on Internal Affairs, reported adversedy to the bill medifying the Metropolitan Excise law.

Mr. TWEED submitted a minority report.

On motion of Mr. GENET the report was disagreed to, and the bill was committed to the Committee of the Whole by a vote of 16 to 1st the Democrats and Senators Mattoon and Morgan in the affirmative, and the Republicans in the negative.

The Senate, in Committee of the Whole, discussed at Theological and make the committee of the Committee on the Senators and Committee of the Senators and Committee of the Committee

Mattoon and Morgan the admittee, and the Republicans in the negative.
The Senate, in Committee of the Whole, discussed at length the Broadway Surface Railroad, and made it the special order for to-morrow.

At 3:50 o'clock the Senate udjourned.

ASSEMBLY.

REPORTS.

To authorize the Plattsburg and Whitehall Railroad to take increased fare; to regulate the fare on the Troy and Hoston Railroad; the Pro Rata Freight bill was reported adversely—Mr. Doolittle presented the minority report on the same, and both reports were tabled; to extend the time for the expiration of licenses in the Metropolitan District to the 10th of May; regulating the sale and power of illuminating gas in New-York; to incorporate the viblages of Charlotte and Hunter's Point; to incorporate the New-York Seamen's Association; relative to the publication of legal notices; for the enforcement of lens of innkeepers on chattel property; for 250 additional Notaries Public in New-York, and five in each of the other Assembly Districts; preventing the use of old and filthy barrels for packing sugar, meats, flour, or other food; providing for the construction of the Central Elevated Railroad along Broadway; for widening Broadway above Fifty-ninth-st.; providing restrictions against the unproper use of petroleum and kerosene.

Dividing the Seventh Judicial District of the City of New-York, and creating a new district therefrom; to

amend the act relating to the Commissioners of Emigra Mr. CARPENTER, from the Health Committee, made

Mr. CARPENTER, from the Health Committee, made a report with evidence taken on the investigation of the New-York sewerace system. The conclusion of the report of the Committe is favorable to the present system, but it is deemed not sufficiently comprehensive. Buggestions were received from leading engineers, all concurring that eventually there must be a marginal or low level sewerage into which the sewers will empty their contents, to be pumped at the battery and other points. Ordered to be printed and tabled.

The Conference Committee on the bill prohibiting the leasing of railroads by Companies outside the State made a report concurring in the Senate amendments. After some discussion the consideration thereof was postponed until Tuesday morning next.

By Mr. HIXON—That whereas the New Capitol Commis-sioners have disregarded the order of the House to make a report of their progress, therefore all work on the new capitol be suspended until the report required is made. Aduntal, Pagess.

By SIT. HIXON—That whereas the New Capitol Commissioners have disregarded the order of the House to make a report of their progress, therefore all work on the new capitol be suspended until the report required is made.

BILLS OFFICERS TO A THIND READING.

Aid to the Fonda, Johnstown, and Gioversville Railroad, appropriating \$50,000 therefor. Aid to the Buffalo, Corry, and Pittsburgh Railroad, appropriating \$25,000 therefor. Aid to the Buffalo, Corry, and Pittsburgh Railroad, appropriating \$25,000. Aid to the Southern Central Railroad, appropriating \$25,000. Aid to the Southern Central Railroad, appropriating \$250,000. Aid to the Southern Central Railroad eliter under, on, or above the surface in the Counties of Kinga and Queens.

Mr. P. MITCHELL presented the report of the Special Committee appointed to investigate the cas companies of New York, Buffalo, Brooklyn, and Albairy, which shows they have taken a large amount of evidence, both from officers and experts, and have arrived at the conclusion, after careful investigation, that legislation is necessary for the protection of consumers of gas in the City of Now-York. The companies there annually declare large dividends, and imanufacture a very poor quality of gas, compared with other cities. The estire system of lighting should be under the control of a practical chemist, who should determine the quality of gas furnished, and compelito companies to comply with the prescribed standard. The illuminating power of the gas of two companies was below is candies. The evidence of experts proves that to be of good quality and an economical light for consumers its power should be at least 16 candies. Not withstanding the inferior quality, prices have lucreased from 15 to 20 per cent during the past two or three years, silhough prices of coal are lower than during the war, and the compan

EXECUTIVE APPOINTMENTS.

The President sent the following appointments to the Senate yesterday: WILLIAM H. BARNES, Collector of Internal Revenue for the First District of Pennsylvania.

The Senate yesterday confirmed the following: T. M. WILKINS, to be Secretary of Dakota Territory. ROBERT WILLIAMS, Jr., Collector, and GEO. B. JOHNSON Assessor, of Internal Revenue of the Third District of

Ohio. BENJ. L. WINANS, Postmaster at Newport, Kentucky JNO. L. MULLER, Postmaster at Lafayette, Indiana. JNO. L. HAYNES, Collector of Customs for the District of Texas.

Thos. Dixon, Postmaster at Shelby, Indiana. JNO. Es.v. Marshal for the Eastern District of Pennsylvania, vice Mv. Ellmaker, removed.

MARINE DISASTERS.

WRECK OF THE STEAMER EMPRESS. St. John, N. B., April 9.-The steamer Empress, while on her passage from Windsor to St. John, struck on a sunken rock, and almost immediately filled. She was run ashore at Black River, where she now lies in a dangerous position. Her passengers, 120 in number, were all asfely landed here this morning by the steames Prince of Wales.

Princé of Wales.

AN AMERICAN VESSEL ABANDONED AT SEA.

WASHINGTON, April 9.—The State Department has received a dispatch dated March 9, from the United States Consul at Santander, Spain, containing information of the wreek and abandonment at sea of the American vessel Anna, Capt. William Bianchard. She was discovered on the 7th of March by the Spanish steamer Aureres, in latitude north 46° 52, longitude east 1° 0° of Meridian of San Fernando. From her log book it appears that she was bound on a voyage from New-Castle to Calino.

Castle to Calino.

BURNING OF THE PROPELLER THAMES AT SEA.

NORFOLK, Va., April 9.—The propeller Thames,
Capt. Pennington, owned by the Black Star Line, which
sailed from New-York for Galveston at 1 o'clock on the
morning of the 4th inst. took fire on the 5th of April,
when about 15 miles off Hatteras. The fire originated
between decks, and burned the vessel to the water-edge.
The linil went down in 16 fathoms of water, within four
hours after the breaking out of the fire. Geo. Drasse, the
ship's cook, John Clithron and Chas. Mason, waters, one
seaman, and a coal-passer, who put off in a small-boat,
lave not bear. head from, and all the passengers have
the remainder of the crew and all the passengers have
arrived safely in this city. The Thames was loaded with
an assorted cargo, and had hay between decks. The
captain is unable to account for the origin of the fire.

BURNING OF THE STEAMSHIP GEN. GRANT.

BURNING OF THE STEAMSHIP GEN. GRANT. BURNING OF THE STEAMSHIP GEN. GRANT.

NEW-ORLEANS, April 9.—The steamship Gen.
Grant took fire at 12 o'clock last night, while lying at the
wharf, and burned until she sank. The vessel was not
insured in this city, and the loss falls on Northern companies. During the progress of the fire her commander.
Capt. Quick, whose mind was appurently affected by his
great loss, several times attempted to commit suicide by
throwing himself into the burning vessel. A portion
of the vessel's cargo consisted of bulk grain, bagging, oils, and cotton seed. That portion of the cargo on
the wharf was not damaged.

THE STATE LEGISLATURES.

Gov. Geary returned to the Pennsylvania Legislature last night the bill authorizing him to commute the death penalty to imprisonment for life without his signature. In his message he says the bill is unnecessary, and imposes obligations and responsibilities which were never intended to rest on the Executive. It authorizes Legislative interference with a power that should only be prescribed by the Constitution. The bill is deceptive, because, while it represents its objects to be to commute the death penalty to imprisonment for life, there is nothing to prevent some future Governor from exercising the pardonlug power, and turning the criminal loose upon society. The Registry bill for Philadelphia passed the House last night, and has gone to the Governor.

THE GOLD HILL MINE CATASTROPHE-FORTY LIVES LOST.

SAN FRANCISCO, April 8-Midnight.-Telegraphic advices from the Gold Hill Mine to 9 o'clock this evening have been received. Twenty-eight bodies had been recovered. The fire was still burning on the 800 feet level of the Yellow Jacket Mine. The drift was cleared this morning, and a strong stream of water was brought this morning, and a strong stream of water was brought to bear on the flames at about 4 o'clock this afternoon. It was expected that the fire would be entirely subdued before morning. It is now stated that at least 40 men perished by this awful calamity. The bedies which have been recovered thus far present a horrible appearance, and indicate the desperate efforts made to escape.

April 9.—It is reported that the fire is still burning fu-

riously in the mines at Gold Hill, having broken out afresh this morning in the drift of the Crown Point Company. It is thought it will be necessary to close the shafts, in order to smother the flames. Ten budies yet remain in the mines, and it is impossible to remove them on account of the heat and smoke.

STRIKE OF SEAMEN, PAINTERS, &c., AT BUFFALO. BUFFALO, April 9 .- Anticipating an early opening of navigation on the Lakes, the sailors mass meeting here to-day to demand higher wages. These painting and otherwise preparing vessels for Spring trade threw down their tools and joined the strikers. A large procession paraded through the principal streets. Another meeting will be held to-morrow.

GENERALATELEGRAPHIC NEWS.
Ole Bull and troupe performed at Ithaca, N. Y., last evening.

The limount of specie in the Bank of trans since last

week.

... A slight shock of earthquake was felt at Vienna. Canada, yesterday morning. It lasted about twenty seconds.

... The promised speech of ex-President Johnson at Nashvide, on Thursday, was the control of the has decreased seven millions of france since

Johnson at Nashville, on The

... The business portion of Madison, Ga., and many residences in the town, were destroyed by fire last night, and caused a heavy loss. ...Joseph Dion, the celebrated billiard player

of Montreal, will not accept any challenge in the as his private business requires his whole attention Extra precautions are being taken to watch the Montreal banks, in consequence of information re-ceived that an organized robbery was to be attempted.

... Efforts are still being made for the organization of the St. Louis Grain Association. When \$200,000 are subscribed, the company will be organized. ... Gen. Sheridan, accompanied by Gen. For-syth, and Col. Crosby of his staff, arrived at St. Louis yesterday to attend the funeral of Gen. Nichols to-day.

... The sloop-of-war Saratoga, which has been stationed at New-London as a school-ship for nava apprentices, has been ordered to join the navai squadron at Havana, and expects to sail to-day.

A St. Louis dispatch states that the re-port is untrus that Gen. Biair is engaged in fitting out s cuban fillbustering expedition, as he is spending a "quei time" in his home in that city.

.The steamer Constitution sailed for Panama from San Francisco for Panama yesterday with \$738,000 in freasure, \$686,000 of which is for New York, \$22,000 for France, and \$20,000 for Panama.

....The Canadian newspapers are full of com-

plaints on the subject of the French Canadians en grating to the States. Notwithstanding inducement held out the French population is daily leaving in it

Justice of said Court. SEC. 2. That for each of the nine Judicial Circuits there

respondent has been enabled to obtain the following synopsis of the most interesting and important letters. The controversy between the Minister and the Secretary began July 16, 1867, with a letter of Mr. Seward to Mr. Perry, Secretary of Legation at Madrid, in which he calls the attention of that gentleman to information received at the State Department of his connection with contracts with the Spanish Government, relating to telegraphic and other enteprises. In said communication the Secretary indicates to Mr. Perry that if his assertions are true, he should at once retire from his position, such transaction being contrary to the letter and spirit of the laws of the United States. To this letter Mr. Perry replies that he had no such connection, explaining, in a long letter, his former connection with commercial enterprises, and stating that he has entirely withdrawn from them. The next letter in this correspondence is from Mr. Hale to Mr. Seward, inclosing one from-Jas. Eldridge of California, in which the latter defends Mr. Perry from the charges of being connected in enterprises with certain Spanish officials and commercial gentlemen. After another letter from Mr. Perry, in defense of himself, begins the correspondence of Minister Hale and Mr. Seward, regarding the difficulties. On Sept. 15, 1867, Mr. Hale addresses Secretary Sew ard, complaining of gross discourtesy on the part of his subordinate (Mr. Perry), in his having auticipated him in conveying to the Queen of Spain a congratulatory letter from our Government on the successful completion of the telegraphic communication be-

date of Oct. 20, 1807, says: "The simple fact is, Mr. Perry took the private dis-patch of the President of the company to himself, and obligated the address to himself as Vice-President of that company, and the dates of both time and place, and gratuitously inserting what was not true, to wit: that he had received it from Havana; endeavored to give it every americance of heing a communication direct to the every appearance of being a communication direct to t Queen: and it was with this spurious, manufactured d patch, that Mr. Perry was enabled to anticipate me the execution which you develved on me by your te graphic communication of the 12th of December."

Mr. Hale then gives, in detail, a description of the

tween the United States and Spain. This charge

Mr. Perry explains with a statement that his dispatch

was from the officers of the telegraph company, with

whom he was formerly connected, and was an unofil-

cial one. In contradiction of this Mr. Hale, under

unfriendly relations between himself and Perry, referring to Mr. Seward's giving him (Mr. Hale) authority to dismiss Perry a year before, and his refraining from doing so. Then follows in the same letter a long list of discourtesies on the part of Mr. Perry, and a general recital of arguments intending to show his unfitness for a Secretary of Legation. Mr. Hale says that Mr. Perry is much more of a Spaniard, than of an American; that he speaks nothing but the Spanish language in his family; that his family can speak no other language, and that he has not been in the United States in 18 years. Mr Hale further says that Mr. Perty has not the remotest idea of resuming his citizenship in the United States He further says he deems it his duty to add, to the best of his belief, that Mr. Perry still retains his relations with Spanish contracts, and takes an active part in all Spanish jobs, relating to which he had already written. Then follows a series of letters rela ting to Mr. Hale's temporary absence in London and Paris, during which Mr. Perry was acting Charge d'Affaires at Madrid. These letters are in regard to personal quarrels and discourtesies between the Min ister and Secretary. Under date of November 9, 1807, Mr. Seward writes Mr. Hale, in reply to his com plaints against Mr. Perry's action in the matter of anticipating him in the telegraphic congratulations before alluded to. In this letter Mr. Seward indirectly sustains Mr. Perry and recommends an amiable settlement beeween themselves. On November 18, Mr. Hale, on his return from Paris, again addresse Mr. Seward, complaining of Mr. Perry's official con duct toward him. He charged Mr. Perry and his family with a bitter and malignant enmity toward himself and family, and cites instances occurring during his absence to sustain the same, among which he cites an attempt on the part of Perry to create a fend and un-

Perry) as Charge d'Affairs during his (Mr. Hale's) absence in Paris and London. Mr. Perry closes his throughout the Island. letter as follows: "For if Mr. Hale should, with such motives, succeed in procuring my dismissal, it would be not merely an injus-tice toward me: it would be the triumph of his arbitrary caprice over the law, and the solemn sanction of disorder in the face of our regulations."

friendliness between him and a Spanish State Minis-

and characterizes a letter of Perry to him on the sub

ject as a piece of insolence and insubordination en

tirely unbecoming and improper. Then follows

letter from Mr, Perry in his own defense, in which

he states that the complaint made by Mr. Hale was

caused by the latter's attempt to ignore him (Mr.

He also charges Perry with a direct falsehood

Correspondence of little interest, relating to the same subject, follows at length. On Feb. 8, 1868, Mr. Hale writes to Mr. Seward, complaining that no notice has been taken of his letter of Nov. 8, saying that the neglect of Mr. Seward fills him with sur

prise. He says: prise. He says:

"I am not yet willing to believe that there is no mistake or oversight shout it; but the next thing I hear from you after the probable receipt of this letter, is an absorpt—to call it by no other name—notice that my resignation would be acceptable, and no notice taken of my letter, in which the falsehood of Mr. Perry is met clearly, and distinctly shown by irresistible testimony; and the world, or that portion of it which takes any interest in so humble an individual as myself, left to infer that Mr. Perry's statements were true."

The letter concludes as follows: "Mr. Seward, I claim it as an incontestible right in ms a man to defend my reputation when thus wanjonly sailed, as in the present case, and I am certainly unling to send in my resignation until this atrocional ammy of Mr. Perry's can be refuted."

The above is a portion of a dispatch telegraphed to a by of ashington correspondent on Wednesday night, in reference to take Perry correspondence; but which, through the negligence of telegraph operators, failed to reach us. - Ref. ] A PROCLAMATION FROM THE PRESIDENT-AN EXTRA SESSION OF THE SENATE CALLED FOR. [GENERAL PRESS DISPATCH.]
The following proclamation was issued this after-

The following proclamation was issued this afternoon by the President:
Whereas, Objects of interest to the United States require that the Senate should be convened at 12 'clock on
the 12th day of April, 1865, to receive and act apon such
communications as may be made to it on the part of the
Executive. Now therefore, I, U. S. Grant, President of
the United States, have considered it to be my duty to
issue this my proclamation, declaring that as extraordinary occasion requires the Senate of the United States
to convene for the transaction of business at the Capitol
in the City of Washington on the 12th day of April, 1869,
at 12 o'clock noon on that day, on which all who shall at
that thus be entitled to act as members of that body are
hereby required to take notice.

at time be emitted to act as irreby required to take notice. Given under my hand and the seal of the United States. Washington, the sth of April, in the year of our Lord 50 and of the independence of the United States of merica the 23d. The extra session is called to act upon nominations

The Indian Appropriation bill, as agreed to by the Conference Committees, and adopted by both Houses last night, and sent to the President to-day for his issuature, emits all of those amendments moved in the Senate by Mr. Harlan, based on treatics made by

the Senate by Mr. Harlan, based on treaties made by the Indian Peace Commissioners, and contains in their stead the amendment originally proposed by Mr. Dawes in the House, giving the President \$2,000,000, to be used for the purpose of keeping peace on the Plains this Summer.

It was erroneously stated vesterday that James Wadsworth was confirmed as Marshal of the Southern District of New-York.

General orders just issued from Army Headquarters announce the following depots of the Quartermaster's Department as general depots: New-York, Philadelphia, and Schuylkill Arsenal, Washington and Jeffersonville (Ind.) The officers in charge will report direct to the Quartermaster-General. All other depots are under the orders of the Commanding-Generals of the Military Departments in which they are situated. iey are situated. By direction of the Secretary of War, the military

route of travel to the Pacific coast is fixed by the Pacific Railroad, and \$200 advance mileage will be aid to officers under orders from the East to Calipaid to efficers under orders from the Fast to Cartornia, Oregon, &c.

A letter was received at the Treasury Department this morning containing a \$100 bill, with the request that M will be deposited in the Conscience Fund. It had been addressed by the sender to Mr. Fish, Secretary of the Treasury, postmarked Providence, N. J. Another conscience letter from Oxford, Pa., contained \$1.50, sent in payment of revenue stamps amounting to that sum, which the writer had found and used.

and used.

Chief-Engineer John H. Long has been detached from special service at New-York and ordered to the

bill to amend the Judicial system of the United States, as it goes to the President: it goes to the President:

Be it enacted, &c., That the Supreme Court of the United States shall hereafter consist of the Chief-Justice of the United States and eight associate Justices, any six of whom shall constitute a quorum; and for the purposes of this act there shall be appointed an additional associate

REORGANIZATION OF THE JUDICIAL SYSTEM.

WASHINGTON, April 9 .- The following is the